

## HOW TIRES OF AUTO DAMAGED

**Overloading and Underinflation Have Practically Identical Effect**

Overloading and underinflation have an almost identical effect on pneumatic tires. The motorist who reduces his tire pressure to gain extra riding comfort or who puts on too heavy a load should not overlook the fact that doing these things leads to early troubles that too often are credited to some defect in the construction of the tire.

The skilled engineer can tell at a glance when the tire finally breaks down in this way just what has caused the trouble. When he opens the carcass of the tire he finds that the piles of fabric have pulled apart and knows that the tire has been run while overloaded or underinflated.

A tire is constructed with the idea that it is to be inflated to such an extent that it will retain its curved outline as the wheel revolves. If there is not enough air in the tire or if it is overloaded the part of the tire that rests on the ground will unduly flatten out instead of remaining rounded. This flattening is called "distortion" by tire engineers.

A simple experiment will illustrate clearly just what takes place within the tire when it is being deflated or distorted and why too great distortion is so destructive to tire life and why such emphasis is placed upon the importance of keeping this distortion down to the lowest point consistent with good riding comfort. Take a book with flexible covers and make a mark straight across the ends of the pages at the top. The mark should be made about two-thirds of the distance from the binding to the other edge. Bend the book sharply across the middle. You will note that as the book bends the line begins to lengthen and to assume a diagonal position. This means that the pages have moved some of them a considerable distance.

A tire is built up of layers, resting one upon the other, just as the pages lie one upon the other in the experiment just outlined. But there is this essential difference, that the pages are not fastened together and slip over each other easily when they are bent, whereas between the piles of a tire are layers of rubber gum which bind the piles together. When the piles are bent out of position they cannot slip over each other as the pages do, and if the tire is not to be injured there must be no greater distortion of the piles than is afforded by the stretch in the layers of rubber. If there is too much distortion the layers of rubber will be stretched too far and will gradually be torn away from the piles of fabric.

## NASH MOTORS ON INCREASE

Nash motors has passed the one hundred thousand mark in point of passenger car units produced; in actual figures there have been built and sold, since its introduction four years ago, 104,245 Nash passenger automobiles.

"The reason for this country-wide demand for Nash passenger cars is plain," said C. B. Voorhis, vice president and director of sales of the Nash Motors company. "It is due primarily to the excellence of the product and to the fixed policy of Nash distributors and dealers in the matter of service. A good car backed by good service should have no difficulty whatever, over a period of time, in winning the confidence of the buyer. Everything possible is being done to increase our production at that we may be in a position to meet the demand but the policy underlying all these efforts takes into consideration first that quality must be maintained regardless of desired volume."

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## Ex-Kaiser's Family Holds a Reunion



A group of the ex-kaiser's offspring and their families photographed at a recent reunion in Germany. Left to right, front row, Prince Alexander of Prussia, Prince August Wilhelm, Prince Hubertus, Princess Alexandrine of Prussia, Grand Duke of Mecklenburg-Schwerin, Princess Cecilie of Prussia, second row, Princess Henry of Prussia, Prince Wilhelm (son of the ex-crown prince), the crown princess, Prince Louis Ferdinand, Duchess of Brunswick, Princess Eitel Friedrich of Prussia; third row, Countess von Ruppin, Princess Adelbert of Prussia, Prince Henry of Prussia; back row, Prince August Wilhelm of Prussia, Prince Adelbert of Prussia, Princess Henry of Reuss, Prince Eitel Friedrich of Prussia, Princess Friedrich-Sigmund of Prussia, Prince Christian of Schaumburg-Lippe, Prince Henry of Reuss, Grand Duke Friedrich-Franz of Mecklenburg-Schwerin, Prince Friedrich-Sigmund of Prussia, Prince Oscar of Prussia, Prince Friedrich of Prussia.

## LOAD FACTORS AFFECT TIRES

**Miles Decrease According to Amount of Work They Accomplish**

How far should an automobile tire run? Tire men today are emphasizing the fact that a standard tire of certain make is built to perform a definite amount of work under normal conditions. Where the tire is abused it simply fails faster and gives less service than it would give under normal use.

Some tires accomplish their work in running 10,000 miles, others do the same amount of work in 6,000 miles, and others in 15,000 miles. Road load and operating conditions account for the difference in mileage, according to Miller Tire company experts. A 32x tire which has carried an average of 800 pounds or one-fourth of a ton throughout its life over 12,000 miles has delivered 3,200 ton-miles of work. Another tire which has carried an average of 420 pounds or 21 of a ton throughout its life of 15,000 miles will have delivered the same amount of work. That is, 21 ton-miles. A third tire has carried an average load of 1,200 pounds or six-tenths of a ton throughout its life. It has run 4,000 miles and has delivered only 2,400 ton-miles of work or 25 per cent less work than the other tires.

In this last case the tire has failed 25 per cent faster, due to overload. In the last example the tire was worn out before it had performed the 2,400 ton-miles of work, as the other tires had over-taxed.

Do not fail to observe the caution signs placed on the roads by automobile clubs and associations—there is a reason for them being there.

## HOLDING GREAT GAS RESERVES

**Stocks Reaching Near Billion Gallon Mark According to Federal Report**

WASHINGTON, May 27.—Automobile owners will be interested in the following report just issued by the United States bureau of mines:

"The greatest reserve of gasoline in the history of the industry is now in storage in the United States, according to a statistical summary just issued by the bureau of mines, which shows stocks totaling \$18,500,000 gallons on hand March 1. The figures indicate an increase of 112,800,000 gallons over the reserve of Feb. 1. The previous high figure set in May, 1927, is topped by 18,000,000 gallons. At the present rate of increase in storage the bureau of mines points out that the billion-gallon point may be reached in the gasoline reserve before the seasonal decline in stocks commences.

"The amount of gasoline in storage March 1 is 138,000,000 gallons more than on the same date a year ago. Production of gasoline during February was 46,000,000 gallons less than for January, but was 10,000,000 gallons more than for February a year ago. Gasoline was produced in February by 236 refineries, an increase of four plants over the number operating in January. Total production for February amounted to 398,223,145 gallons, exports were 37,615 gallons. Exports were 38,169,593 gallons. Domestic consumption amounted to 251,759,440 gallons.

"Stocks of lubricating oils reported to the bureau of mines show an increase of 1,500,000 gallons during February. Production of kerosene for the month was 167,220,225 gallons. Exports decreased from 81,100,000 gallons in January to 61,450,000 gallons in February. Stocks of gas and fuel oils amounted to 1,314,740,284 gallons. The present storage of these oils is 322,000,000 gallons greater than a year ago."

## AUTO LICENSES FOR TOURISTS

**Utah Requires That They Be Secured in 30 Days, California 3 Months**

Of great importance to the motor tourist is the law of the various states relative to the time a machine can be operated without taking out a license. Twenty-one of the states honor the tags of other states and do not require new licenses. In other states the law demands taking out licenses after a period ranging from ten days to six months.

The states granting reciprocity are: Alabama, Arkansas, Connecticut, the District of Columbia, Delaware, Idaho, Iowa, Kentucky, Louisiana, Maryland, Massachusetts, Montana, North Dakota, Ohio, Oklahoma, Pennsylvania, South Carolina, South Dakota, Texas, Vermont, West Virginia and Wisconsin. The length of time allowed in other states is as follows: Arizona, six months; California, three months; Colorado, 90 days; Florida, 90 days; Georgia, 30 days; Illinois, 90 days; Indiana, 60 days; Kansas, 20 days; Maine, 30 days; Michigan, 90 days; Minnesota, 30 days; Mississippi, 60 days; Missouri, 60 days; Nebraska, 30 days; Nevada, 20 days; New Hampshire, 20 days; New Jersey, 15 days; New Mexico, 60 days; North Carolina, 60 days; Oregon, 30 days; Rhode Island, 10 days; South Carolina, 30 days; Tennessee, 30 days; Utah, 30 days; Virginia, 14 days; Washington, 90 days; and Wyoming, 90 days.

Some motorists carry a brick as part of the car's equipment, as an emergency block when stalled on a hill.

Add a small box of wire nails of different sizes in the tool box. They are useful to replace lost cotter pins, etc.

## CLOSED CARS IN DEMAND

**Hudson, Essex Companies Announce Increased Demand These Models**

Automobile manufacturers are agreed that the tremendous increase in proportion of closed cars made since 1916 has been one of the outstanding features of the automotive business during that period. In that year, 14 per cent of all motor cars made in the United States were closed cars. This proportion has risen rapidly each year since, reaching 25 per cent in 1927, and it is still growing at a phenomenal rate.

The Hudson Motor Company, in this line, probably tops all manufacturers today. Fifty-five per cent of its entire output since January 1, has been in closed cars, it announces. Essex Motors is believed to be in second place in this respect. Slightly more than half of the Essex output since the year started has been in cars of this type.

Both companies state that the proportion of this business in continuing at approximately the same rate, even with summer at hand. In fact, it is quite certain, they declare, that when production totals for May are compiled, it will be found that the closed car business for that month was even higher than the yearly average to date. It is believed that each company during the remainder of the year, since closed car business is always heavy in the fall.

The great demand for closed cars has, however, curtailed production for all manufacturers and has resulted in making the country-wide shortage of both Hudson and Essex cars even more acute, the companies announce. This is so because of the greater time necessary to produce closed car bodies.

## OPPOSE ROAD LAW CHANGES

**Alteration in Federal Support Would Cheapen Type of Construction**

WASHINGTON, May 27.—Although he house of representatives has passed a new federal aid road bill, making amendments to the present law which are unwelcome to most of the friends of the good roads legislation, the general opinion is that this is only a "gesture in the air" and that no such changes in the law will be made as the passage of the bill in the house might indicate.

The chief amendment of the law is one reducing the amount of federal funds that may be expended on a mile of road, exclusive of bridges, to \$12,500 in the fiscal year 1928 and to \$10,000 thereafter. Under the present law the United States may expend up to \$20,000 per mile of road.

This, if carried into law, would mean that federal aid hard surface roads would be built, and that state authorities would be forced to give preference to cheaper and inferior types of construction. This, at least, is the result predicted by recognized friends of good roads legislation who say that the house roads committee is actually hostile to the entire program, particularly chairman Dunn of New York, who delayed the road legislation for a long time last year by declining to call the committee together.

The house bill proposes \$65,000,000 for federal aid for the next fiscal year, and \$75,000,000 for the year following, on a two-year program. This is on the theory that the \$100,000,000 a year formerly appropriated should be reduced, and that as much work can be done with the lesser amount because of decrease in costs of labor and materials.

## LIGHT REFLECTORS SHOULD BE CLEANED

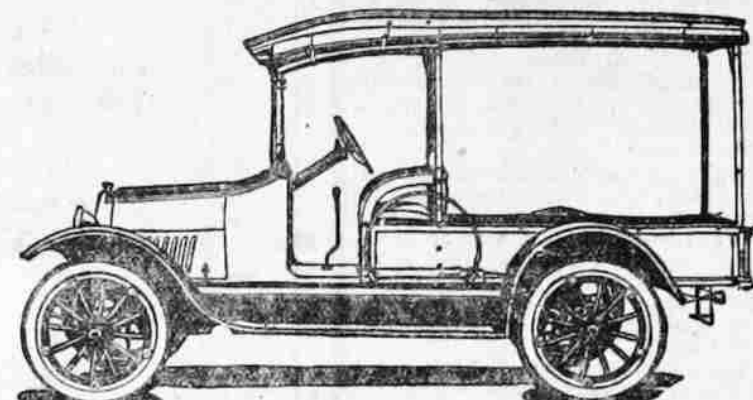
A mixture of denatured alcohol and water in equal parts is best for cleaning reflectors in headlights. To avoid scratching the highly polished surface, the solution should be applied with cotton or a soft cloth.

Less "gas" is used when driving at an even speed, than when running slowly and then suddenly speeding up.



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## TIME OF SPEED COPS ARRIVES

**Call of Open Road Brings Harvest of Fines From Violators**

The Call of the Open Road has sounded and the open season for speeders is at hand. Country speed cops are looking forward with delight to the prospect of a rich harvest of fines for violations of speed ordinances. And all too often the victim is really playing the role of the innocent bystander.

Rolling along, exuberant, full of life, and happy in the prospect of several days of excellent touring ahead, he is apt to let the old bus out a little, thinking he can just about get along just as fast as possible, and unknowingly he crowds the speed limit a bit. Result—one lightened purse and a fattened county or municipal treasury.

The motorist who has his car equipped with a speedometer and then gets hauled up before the justice of the peace has no one to blame but himself, for his speed is right before his eyes, and if heeded will pay for itself many times over in fines saved. It's the man without the speedometer that gets hurt, and after a couple of bad guesses he usually ends up by putting a speedometer on the old bus and joining the "Look before you step on it" league.

### AUTO NOTES

Never dash madly into mud holes, water-bars, etc., and expect to have anything left of the car at the end of the year.

The total possible production capacity of all automobile factories in the United States is about 2,750,000 per year.

Watch the driver ahead for his signals. Never make a habit of slipping the clutch.

A rusty pin will cause a tire to deteriorate very quickly.

When wooden wheels develop squeals, soak them in oil or water.

Friction causes at least 25 per cent loss in the power of a motor.

Steering wheels and knuckles should be inspected at least once a week.

Never turn off the ignition on a hill, which permits the car to drag the engine.



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